

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. VIII.

RIO DE JANEIRO, APRIL 5th, 1881

NUMBER 10

OFFICIAL DIRECTORY

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PHILADELPHIA — 1876 EXPOSITION MEDAL MARC FERREZ'S BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of
Brazil and received a medal at Philadelphia for the views
taken while in that service.

Brazilian scenery a speciality
88 RUA DE S. JOSÉ

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Agencies
in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this
market for competition with those of European origin, has been
for many years a speciality of their business, and references to
the various manufacturers they represent, which are kindly
permitted, will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
Further agencies, suitable to their lines of business, hard-
ware, machinery, domestic goods, specialties, etc., etc., are
respectfully solicited, a cash basis being readily conceded
whenever special and exclusive conditions are tendered by
manufacturers.

From *The Index*, Boston, U. S., January 27.

MANIFESTO OF THE BRAZILIAN ANTI-SLAVERY SOCIETY.

The title of this paper will surprise some
of its readers, as the reception of the "man-
ifesto" did the writer. Probably we are not
alone in having supposed that, ten years
back, the work of emancipation was accom-
plished in Brazil, or so heartily and success-
fully undertaken that its speedy accomplish-
ment was assured, and the organization of
an anti-slavery society at this late day
mistimed and useless. Admirers of Whit-
tier, will remember his poem, written at
an earlier date, even when the Brazilian
government first proposed the liberation of
the slaves, in which he eulogizes the Em-
peror, for the undertaking (and, certainly,
for both his private and his public efforts for
emancipation, Dom Pedro II deserved the
eulogy), and in which he declares so con-
fidently:—

"Yet a few days (God make them less), and slaves
Shall shame thy pride no more."

For the idea thus entertained and expressed
there was given sufficient cause. The
manifesto itself says that the act subse-
quently passed, having been "announced as
the law of emancipation, gave rise to the
belief, outside of the country, that Brazil
had courageously liberated the million and a
half of slaves which she still possessed."

But it seems that this belief went beyond
the real fact. The original proposition for
emancipation, laid by the council of state
before the Brazilian parliament, was pub-
lished in the *Diário* for April 9, 1867. It
was probably instigated by the Emperor,
who, some time previous, had introduced
experimental emancipation on his own
palace plantation. The proposal was for
a prospective and conditional emancipation.
All slavery should cease in the year 1900.
The owners of slaves then held should be
indemnified by the government. All child-
ren born after the passage and promulgation
of the act should be free; but those educated
in the house of their parents' master should
serve the latter till they became twenty-one
years of age. A court of emancipation
should be established in each town, to
enforce the act. A fixed amount should be
set aside to provide for the indemnification,
and an appropriation should be made for
the annual purchase of a certain number.
Such was the first proposition. Final
legislative action was not had until Sept.
28, 1871, and then a modified bill was
passed. This simply decreed that after
that date no one should be born a slave in
Brazil. It included the twenty-one years'
servitude of the children of slaves educated
in the house of the master, "thus giving slavery
three-quarters of a century in which to
disappear in the midst of the most terrible
complications." Meanwhile, the power of
the master over his slaves was in no measure
limited or modified; and his property in
them was guaranteed until the extinction
of the last. All this was evidently, at the
best, but the simplest beginning of the work
of emancipation, only the promise of a pos-
sible something in the future rather than
any present realization. An attempt seems
to have been made, during the last summer,

to expedite the work by some more effective
and radical legislative action. The precise
nature of the proposed action does not
appear. But evidently it met with a dis-
heartening failure. Either the Chamber of
Deputies deliberately voted down the mea-
sure, or, as seems to be intimated, utterly
refused it a hearing and dismissed the
subject without discussion. This action,
which took place on the 30th of August
last, is regarded as deferring emancipation,
tightening the chains of the slave, and
giving him no hope but death.

Since that time, some of the earnest
lovers of "freedom for the slave and for the
country" have come together and organized
the society whose name and appeal stand at
the head of this article. Holding all shades
of opinion as to the time and method of
abolishing slavery, but agreeing in the pur-
pose of abolition, they propose a full and
free discussion of the subject before the
people. They seek to arouse, unite, and
direct public sentiment to the reversion of
the recent action of the parliament—the
reintroduction, consideration, and solution
of the problem of slavery. Their avowed
purpose, says the *Rio News*, is the "limita-
tion of Brazilian slavery within some definite
period, the acceleration of emancipation,
and the amelioration of the present status of
the slave." They begin their work with the
issue of the manifesto, addressed "to the
country," published in English and French,
and extensively circulated. In this, they
recognize the fact that from the first
introduction of Africans into Brazil, three
hundred years ago, slavery has been made
the corner-stone of nationality, and has
become so interwoven with the national
life that, in the belief of many, the nation
could not exist without it. Yet the idea of
emancipation has never ceased to be cher-
ished, especially since the attainment of
national independence. Coincident with
that event, a scheme of gradual emancipa-
tion was drawn up to give completeness to
the national work. The "abolition tradi-
tion" has continued, and found occasional
expression in individual efforts down to the
initiated reform by the government in 1867,
and the imperfect result reached in 1871;
that action, even, being practically nullified
through the resistance of the slaveholders
and of a sympathetic or timid public senti-
ment. The address then portrays, in clear
and unqualified language, the personal
suffering and degradation and the corrupting
social influence of slavery. It appeals to the
Emperor to crown his long reign with the
glory of emancipation. It calls upon the
parties—conservative, liberal, republican—to
withdraw their support from an institu-
tion banished by the whole world beside.
It urges upon the rising generation the
relinquishment of the idea of property in man
and the advocacy of free and honorable
labor. Finally, it places before the slave-
holders the alternative of joint amicable
effort with the state for an early emancipa-
tion of the slave, which may carry with it an
equitable compensation to the master; or,
by delay and opposition, provoking a final
enforced liberation of the former without
any compensating provision for the latter.

Furthermore, it reminds them of the fact
that the mass of the slave population is
illegally held, having been introduced or
being the offspring of those introduced into
the country in violation of the law of 1831,
prohibiting such importation.

The address is temperate, but earnest.
Its spirit is patriotic, anxious to give Brazil
a worthier place among the countries of the
world. It claims to act in the interest of
her progress, her credit, her moral and
national unity. The society issuing it pro-
poses to call a congress of abolitionists in
August next, and to publish an abolition
paper at an early day. We hope to hear
further from the movement; wishing it
speedy and complete success, and that
Whittier's closing words for their country
may be verified,

"One by one, the fiends of ancient wrong
Go out and leave thee free."

F. H.

SENHOR JOAQUIM NABUCO.

We have the pleasure to announce the arrival in
England of Senhor Joaquim Nabuco, member of
the Brazilian parliament, and president of the
newly formed Brazilian Anti-Slavery Society.

Senhor Nabuco, following in the steps of his late
father, Senator Nabuco, has for some time been
actively engaged in the agitation now going on in
Brazil for the emancipation of the slaves, of whom
there are nearly 2 million and a half.

We understand that Senhor Nabuco's visit to
England is in connection with the anti-slavery
movement, in which, we trust, he will receive the
heartiest co-operation of all friends of the cause in
England.

This distinguished visitor has already visited
Lisbon and Madrid, in both of which capitals he
was cordially welcomed and was afforded an oppor-
tunity of stating in public his views with regard to
emancipation.

From *El Democrat*, from Madrid, under date
January 23rd, we translate a few sentences of a
report of Senhor Nabuco's reception in that city.

"This afternoon took place, in the hall of the
Academia Matritense de Legislación y Jurispruden-
cia, the meeting convened by the Abolition Society
to welcome Senhor Nabuco, the indefatigable ad-
vocate for the abolition of slavery in Brazil, and
one of the most eloquent orators that we remember
to have heard, accustomed as we are to hear the
most famous orators of the Spanish tribune. His
eloquence is enhanced by natural gifts. A com-
manding figure, a sympathetic expression, a good
voice, and the freshness of youth, enable him at once
to claim the attention of his hearers, whilst he
describes the condition of slavery with all the
enthusiasm of a philanthropist and the calmness of
a statesman. This speech, when published, as we
hope it will be, will form one of the most brilliant
pages in the annals of the Spanish Abolition Society.
Several members of the society heartily responded
to the aspirations so eloquently uttered by Senhor
Nabuco for the complete extinction of slavery
throughout the world, the only result with which
abolitionists can be satisfied."

The account of Senhor Nabuco's flattering recep-
tion by the Portuguese Chamber of Deputies, by
whom he was invited to take a seat in the body of
the house, had not reached us when we went to
press.

We heartily tender our welcome to this distin-
guished member of the Brazilian parliament, and
trust that his visit to Europe will be productive of
much good to the enslaved population of Brazil.—
Anti-Slavery Reporter, February, 1881.

The French government has enacted a general
law "for the encouragement of French shipbuilding
and steamship lines," which guarantees a bounty of
60 francs per ton of gross register for all iron and
steel vessels constructed by native builders, 12 francs
per kilogram for the construction of engines for the
same, and 1½ francs per registered ton for every
1000 miles run by French steamships on any direct
marine line between France and a foreign port.

GOVERNMENT INTERFERENCE.

Under date of the 23rd ult. (*Diario Oficial*, March 25) the minister of agriculture addresses the following official note to the fiscal engineer of the Minas and Rio Railway Company, Limited, which has undertaken the construction of a new railway in the province of Minas Geraes, connecting with the Dom Pedro II road. The decisions expressed in this note were called out by inquiries by the government fiscal as to whether the company is or is not obliged to submit its contracts, sub-contracts and lists of employees, with salaries, to him for approval. The minister replies as follows:

DEPT. OF AGRICULTURE, COMMERCE AND PUBLIC WORKS.

Bureau of Public Works—1st Section.

Rio de Janeiro, March 23, 1881.

No. 14.

In determination of the inquiries made by you in your official letter of the 3rd instant, I declare to you as an adequate conclusion:

1st.—That by virtue of Sec. 4, of Art. 4, of Decree No. 5,952, of June 23, 1875, and Art. 6 of Decree No. 6,683, of September 12, 1877, the Minas and Rio Railway Company, Limited, is obliged to present the government with a copy of any contract of work that is effected for the construction of the said road, in accordance with which you should demand that of which your official letter treats.

2nd.—That by Sec. 4 of Art. 4 of the above cited decree, No. 5,952, the same company is also obliged to submit to the approval of the government the list of its employees and a table of their respective salaries, before beginning the construction works of the road, and not only when the road is to be opened to traffic.

God protect your excellency.

M. BUARQUE DE MACEDO.

To the Fiscal Engineer of the Minas and Rio Railway Company, Limited.

In accordance with this decision the government asserts the right to know and dictate every contract into which a company and its contractors may enter, even to the lists and salaries of employees. The interference of the government through its fiscal agents is now carried to the extreme, and the company or contractor who hereafter has any job whatever, in which the government has the slightest interest, should know this fact clearly. Under this ruling a contractor loses every possible right as such. He takes all the risks and is held rigidly to the terms of his contract. The government reserves the right to supervise not only the surveys but the work of construction, to accept or reject at pleasure in accordance with the decisions of its fiscals, to impose such after conditions as it may see fit, and dictate the terms of all sub-contracts. Nothing whatever remains to the contractor but to accept dictated terms, to deposit his guarantee, and then to abdicate his control over the work undertaken in favor of a government fiscal. However good a corps of engineers a company may employ, and however efficient and experienced may be the contractors in charge of the construction works, they are mere puppets in the hands of these supervising fiscals.

The question now occurs: Why does not the government undertake all these works on its own account? If a company or contractor can not make one single bargain without official consent, what is the use of their undertaking the work? It is generally supposed that the chief purpose of a company, or a contractor, is to make money—and to that end they naturally seek to make the best bargains possible. Under this strange ruling it lies in the power of a fiscal to completely defeat every purpose of that character. A contractor is not actuated by patriotic motives; he makes his contract and expects to abide by its terms. But the government expects more. It expects that he shall sub-let his job only to such and such men, and on such and such terms; it expects also that he shall employ only certain specified men and pay them the wages which it may deem

proper. If the fiscal does not like the contractor, it lies in his power to ruin him through just such regulations as these.

It is needless to add that all contracts entered into under such terms are ridiculous farces. They are unjust to those who have made contracts on the presumption that they could manage their own work; and they are subterfuges with those who understand the requirements and accept the conditions with the purpose of saving themselves through bribery. If the government proposes to manage affairs in this way, the sooner it abolishes the term "contract," the better.

RIVER PLATE ITEMS.

From the *Standard*, Buenos Aires, March 11.

—The immigration returns for February show 2,588 arrivals from Europe direct, and 1,541 from Montevideo.

—A special crew of sailors, all Argentines, will be sent to England to bring out the new ironclad *Admiral Brown*.

—The telephone Gower-Bell has won the prize. The national government having put the three systems now in the market to the test, have awarded the premium to the "alta voz" of Gower, Captain Manton having put the President in perfect communication with the government house, a distance of four miles. The decree giving Capt. Manton permission to erect a telephone centre in Buenos Aires was signed this afternoon by the President and will be published to-morrow.

—The drought is the talk of the *Bolsa*, and already we hear of parties who are beginning to drive their stock outside; this is the old story, with this difference, that now most of the inside *estancieros* have outside lands whereon to put their stock. We hear that in the year 1833 there was a terrible drought in this country and that most of the great *estancias* in the far South owe their creation to that memorable epidemic. The drought we are now experiencing will stock hundreds of leagues of outside camps, and the men who have the land outside have nothing to fear for their cattle.

—President Roca is about to send Dean Dillon to Ireland to represent the country in an emigration point of view; the measure meets with the greatest approval from all parties and will doubtless prove mutually advantageous to both countries. The Irish sheep-farmers have proved so successful and so prosperous in Buenos Ayres, that Argentines view with regret that emigration from Ireland to the Plate is so small; but the new Argentine government seems resolved on getting Irish and German emigration and will spare no efforts to secure it.

—The governor-elect, Dr. Dardo Rocha, will take office in May. He is making a complete tour of the province before entering office, so as to thoroughly know the wants and requirements of the country districts; and we learn that one of the first steps of the new governor will be to start European agricultural colonies in the environs of the country towns. In all the Argentine provinces the greatest peace and order prevails, and the works of the national government railway to Mendoza are being so rapidly pushed ahead that it is thought next year the trains will run through from Rosario to Mendoza.

—The wheat crop of this province is now admitted to turn out the largest and the best ever known in Buenos Ayres, and though from one cause or other it is very hard to find any official returns of its quantity, a few facts are known on 'Change, which will guide the judgment. From Campana to Ensenada there are 46 *trilladoras* at work, and they thresh all the wheat within a radius of say ten leagues along that line. These *trilladoras* have already threshed 312,000 *faneegas* of wheat, and within their radius about 50,000 *faneegas* have been threshed by mares, the *chacareros* being unable to get threshing machines or to wait for them. Upon this data some of our most experienced wheat men base their calculations that the total wheat crop of Buenos Ayres this year is at least one million of *faneegas*, which is about double the crop of the previous year. The wheat at Mercedes has given this year 30 *faneegas* for one of seed, which is magnificent, and from many other *chacras* in the South and West the yield has been the same. Last year the very best yield of wheat at Mercedes and thereabouts was only from 10 to 15 *faneegas* for one of seed. Every *trillador* threshes about 7,000 *faneegas* of wheat, and many friends are now out in the country proceeding from *chacra* to *chacra* threshing the wheat and doing a capital business; such enterprise merits the very best success, and we are happy to say has secured it. In connection with this most interesting of all subjects, our wheat industry, we call attention to the following still

more favorable advices from the Santa Fé colonies, which will be read with deep interest by all who watch the progress of this republic. It will be seen from the following that the *medinero* system, which began in this country with sheep, has spread to lands, and that now at the Santa Fé colonies the Swiss immigrants are taking *chacras* on halves and with the very best result for the poor man. Wherever the poor man makes most headway is in an economical point of view the best country, and we believe we may search the world round and not find a better country for the agricultural laborer.

From the *Herald*, Buenos Aires, March 15.

—The floating debt of the municipality amounts to \$35,000,000 nyc.

—Two cargoes of mules and horses, consisting of 1,100, go to the Cape for the use of the British government. Mr. Rugeroli has done the business, and Mr. Woodgate furnishes the steamers.

—Up to the 27th of February the cattle slaughtered in the department of Paysandú numbered 87,300 head, as follows: Guayritu, 13,500; Nacvo Paysandú, 18,000; Casa Blanca, 15,000; Tr. y Bentos, 37,000, and the 4 *saladeros* of Entre Rios, 3,800.

—Calls for bids to complete the public works are issued. It has been decided to discontinue the services of Mr. Bateman as engineer; not because of any dissatisfaction with him, but to meet the demands of local politicians, a step which is deprecated by the soundest and best informed of our people.

—President Roca gives an example of good sense in doing away with that ridiculous—much he-corded body guard, and gaudily silver-mounted state coach, and he goes about, as does the President of the United States, without escort.

—The national government has organized an expedition to the south of Patagonias, under the direction of Colonel Barros and Engineer Jordan Wysocki. The expedition will start from Fort Coresca or Guardia General Mitre, and will continue to Cape San Antonio, opening artesian wells where fresh water is necessary. From San Antonio the expedition will leave in the gunboat Paraná to the peninsula of Sao José, where the same operation will be made. The sum of \$5,300 has been placed at the disposal of Colonel Barros for the purchase of the perforating machines.

—We published yesterday (March 9) in common with our colleagues, a statement that Baron Edmond Rothchild, of London, had made an important proposition for the development of this country. So much is probably true, but the items of the proposition are not known nor have they been published. It is certain that the announced proposals are incorrect; for example, there will be no five million immigrants, which would involve the coming of 1,004 a day, or 30,000 a month for fourteen years, an impossibility on the face of affairs. Moreover, the other terms published are conjectures.

—The remark of the *Herald* that the terms of a bargain are being made to conclude the public works while tenders are being called for, has excited some surprise and comment, but it is quite true, nevertheless. It seems almost incredible that President Roca, who has the power in his own hands in the last resort, will allow a scandal to grow up around this matter; and we to be discredited before the world for turning away one of the most eminent hydraulic engineers for the purpose of giving the work to men who, however good, have neither the reputation, experience, nor ability to carry it through properly under the circumstances in which they now stand. There will be a waste of millions and a waste of time, and our credit will be impaired by pursuing the impending course, and for what? It is not difficult for our readers to conjecture.

From the *Herald*, Buenos Aires, March 24.

—The American ship *Alhambra*, from Rio for Valparaiso, had to put into Flores Island on the 16th, the captain and one of the hands having died of yellow fever the day before, and five others of the hands being laid up with the same disease. According to latest accounts, all these, who were immediately sent to the "lazareto" on shore, are progressing favorably, and hopes are entertained of their recovery.

—From Entre Rios and the Uruguay we learn that business has taken a turn for the better, and the *saladeros* are coming somewhat nearer their usual numbers in the animals slaughtered than what they have been since the opening of the season.

—The health of the city is good, no diseases of an epidemic nature having appeared, though the intense heat which has prevailed for the last few weeks, and the apathy of the municipal authorities, might well have warranted the appearance of some fatal disorder.

—The *saladero* business of this province comes forward very slowly indeed. The falling off in this province alone will amount to about \$300,000 stg., and in the Plate and Rio Grande the deficit will reach \$2,000,000.

—At a late hour yesterday we received the following particulars of the placing of the twelve million

loan, which, contrary to our expectation, was placed with a well-known house here. The terms are better than have before been named. The national government has drawn out the contract for the loan of twelve million fuertes with Sr. Dom Rodolfo Heinsendahl of this city, as the representative of the Comptoir d'Escompte de la Banque de Paris et de Pays Bas, and of M. Cohen of Anvers, under the following conditions: 1st. The said firms to take the whole loan *a firme* at 82 per cent. Government not to pay any commission, nothing but the printing of the bonds being done on its account. 2nd. The emission to be effected in Paris or London, in pounds sterling or in francs, as it may suit the proposers. 3rd. The payment will be made—£200,000 on the signing of these bases in Buenos Ayres by the government and the representative of the proposers, in bills on Paris or London at 90 days, and the rest in bills at 90 days payable at the place where the contract is made—Paris or London. These 90 days to count from the day on which the Argentine minister signs the general bond. 4th. The bonds of the loan are to bear interest from the day the general bond is signed. 5th. The service and amortization of the loan will be effected through the house emitting the same, with the commission now paid to Messrs. Baring Bros. 6th. Government guarantees the official quotation on the London stock exchange.

DURHAM & CO'S FAILURE.

The case of Durham & Co. has just been before the Court of Appeal. It will be remembered that the chief judge in bankruptcy had overruled a decision of the Manchester county court, which refused to sanction a scheme of arrangement of the affairs of the debtors agreed to under the 28th section of the bankruptcy act. The debtors, Messrs. Durham, Cochrane & Co., merchants, of Fen Court, in the City of London, and also at Manchester and Rio de Janeiro, suspended payment in August, 1880. A statement of their affairs was submitted to their creditors in September, when there appeared liabilities 151,346/1, and assets 105,457/1. At that meeting resolutions were passed that the debtors should execute a deed of arrangement, with a trustee and inspectors. The debtors afterwards offered a composition of 10s. in the pound, but one of the inspectors objected, and in November a petition was presented for liquidation. At the first meeting the creditors passed a resolution for liquidation by arrangement, appointed a trustee, and resolved that the proceedings should be transferred to the Manchester county court. A meeting under the 28th section of the act followed, and on December 23 the debtors offered a composition of 10s. in the pound, but the Merchants' Banking Company opposed, and offered to pay a sum equal to 10s. 2d. in the pound for the estate. It was determined, however, by the statutory majority to accept the debtors' offer, and to sell the estate to them for a sum sufficient to pay 10s. in the pound by four instalments, the last instalment to be secured. They also provided for the close of the liquidation and the discharge of the debtors. The application to register was opposed by the Merchants' Banking Company, who were large creditors, and the county court judge refused to sanction the arrangement, holding that it was merely a bargain with the debtors that the estate should be handed over to them upon an agreement to pay 10s. in the pound by instalments, the last instalment only being secured. On the appeal by the trustee to the chief judge the chief point was whether the judge had a discretion to refuse his sanction to an arrangement resolved on by the creditors under the 28th section of the act, or, assuming he had such discretion, whether under the circumstances he had exercised it rightly. The chief judge discharged the order which refused the sanction of the court to the resolutions, being of opinion that no ground existed for setting aside resolutions which had been passed in the most formal and straightforward manner. There was no reason for supposing that the majority of creditors had not good reason for preferring the arrangement which they had come to. The Merchants' Banking Company appealed. Mr. Benjamin, Q. C., the Solicitor-General, Mr. Winslow, Q. C., Mr. W. L. Cabell, Mr. S. Taylor, and Mr. C. E. Jones, appeared. Their lordships, after a careful review of the facts, came to the conclusion that the county court judge had exercised a sound discretion, and that the chief judge ought to have upheld his decision. From the evidence it was clear that there had been reckless extravagance on the part of Mr. Durham and charges of breaches of trust and gross and fraudulent preference in favor of a member of his own family. With regard to the other partner, he must have been aware of the withdrawal of money by Mr. Durham, and under all the circumstances those gentlemen ought not to be entrusted with the assets of the firm. The arrangement to sell the estate to the debtors for a sum sufficient to pay 10s. in the pound by four instalments was an arrangement with two gentlemen whom the court declined to trust. The appeal would be allowed with costs.—*The European Mail*, February 24.

PROVINCIAL NOTES.

—The February receipts of the Rio Grande do Norte custom house were 23,848\$920.

—The Rio São Francisco is said to be much higher than it has been for some years past.

—The February receipts of the Maranhão custom house amounted to 232,311\$570, and of the provincial treasury 52,984\$265.

—Late news from Bagé, Rio Grande do Sul, report the continuance of drought in that locality, and a consequent loss to the stock-raisers.

—Porto Alegre possesses a piano of domestic manufacture, made wholly from Brazilian woods, which is said to equal the best made in Europe both in tone and workmanship.

—The February receipts of the Pará custom house amounted to 535,882\$293, against 347,549\$668 in the same month of last year. The total receipts for the eight months of the fiscal year amount to 4,138,346\$269.

—It has finally transpired that the real possessor of the second half of the Ypiranga *sorte grande* is a Portuguese clerk in a Pelotas business house. He has not done much talking, but he proposes to draw 450,000\$ nevertheless—and then to go back to Portugal.

—Law 44 of the last provincial assembly authorizes the city of Santos to contract a loan of 200,000\$ at a maximum rate of 10 per cent. per annum for the paving of certain streets and work on the new cemetery. The loan is to be for six years.

—The Commercial of Uruguayana, Rio Grande, relates the discovery of a gang of armed robbers at Touro-Passo on the afternoon of the 11th ult. There were some eight or ten of them in all. The gang was broken up by the police and some captures were effected.

—Messrs. Holtzweissig & Co., of Porto Alegre, have petitioned the provincial assembly of Rio Grande do Sul for a 7 per cent. guarantee on a capital of 4,600,000\$ to be employed in developing and working the Arroio dos Ratos coal mines. It is proposed to organize a company for this purpose.

—The *Jornal do Recife* relates that a turtle brought from the Rocas islands by some persons connected with the construction of the Rocas light-house, measured 64 inches in length, and weighed 414 pounds. The Rocas are said to abound with these insects.

—The sum of 16,900\$ was appropriated by the president of Santa Catharina on the 19th ult. for the continuation of urgent public works at Iguajy, where so much damage was done by the recent inundation. This credit will be affirmed by the imperial government.

—The *Caracas* of the 10th ult. relates that some slaves made a determined effort to escape from the steamer *Ipojuca* on the day before. There were 52 of them on board, 20 of whom jumped into a launch, and tried to gain the shore. One of them leaped into the sea and swam ashore. All were recaptured.

—The gunboat *Ypiranga* which returned to Pernambuco from the Rocas islands on the 14th ult., brought news that the landing of the material for the construction of the new lighthouse there was being effected with great difficulty. It was thought that this work alone would require not less than one month.

—A horrible murder is reported from the *comarca* of Barreiros, Pernambuco, in which a man named Gaspar killed a niece on the 25th of February because she would not yield to his wishes. After the murder the inhuman wretch violated the lifeless body, and then made his escape. Clergency in a crime like this will be an offense against both justice and mercy.

—The provincial assembly of Pará passed a bill on the 4th ult. authorizing the expenditure of 200,000\$ in the purchase of 200 shares in the sugar manufacturing company known as the "Assucararia Gran Pará." The purpose is to grant provincial aid to a new enterprise in the hands of private parties.

—The *Diário do Gram Pará* does not believe in the policy of paying 200,000\$ out of the public treasury to aid a private sugar mill at a time when meat costs 1\$000 a kilo. And the *Diário* is right. The only wise thing to do in aid of the people is to reduce taxes. No enterprise should be bolstered up by the increased cost to the people of their bread and meat.

—A writer in the *Jornal do Recife* complains of the injurious results produced by the provincial import duties of Pernambuco. He denounces them as unconstitutional, and as inimical to the interests of the province. He says that the provincial duties of Pernambuco are higher than those of any other province. The result is that those merchants of neighboring provinces who formerly went to Pernambuco to purchase goods, now go to Bahia, Macaé, and other places. Not only this, but goods are smuggled into the province from neighboring ports, where the duties are lower. The natural result is a loss to the commerce of the province.

—Heavy rains are reported from the interior of Pernambuco.

—An epidemic of croup is raging at Uruguayana, Rio Grande do Sul.

—The February receipts of the Fortaleza custom house amounted to 146,551\$421.

—The January receipts of the Corumbá (Matto-Grosso) custom house were 14,322\$958.

—The Paraná provincial assembly has authorized the emission of 40,000\$ in treasury bills.

—The total number of slaves thus far liberated under the emancipation act in Maranhão is 496.

—The city of Santos, according to the recent reformed registry, possesses a qualified voting population of 463.

—The provincial assembly of Paraná has passed a law imposing a tax of 2,000\$ upon every slave imported into the province.

—The president of Paraná has been authorized by the provincial assembly to expend 50,000\$ on the road from Curitiba to Guarapuava.

—A young man named José Luiz da Silva e Souza recently committed suicide at a Barra Mansa hotel because of losses and disappointment through the Ypiranga lottery.

—The Indian inroads into the settlements of Matto Grosso still continue. The *Corumbiense* says that murders and robberies are committed by them in the near vicinity of the capital.

—The petitions for registry in São Paulo under the new electoral reform law are accompanied with a declaration of the political faith of the applicant. The published returns give the numbers of voters according to their party connection.

—The number of slaves emancipated thus far in the province of Sergipe through the two distributions of the emancipation fund is 279. The amount expended is 154,387\$135, or an average of a little over 553\$. The two quotas of 1875 and 1880 aggregate 167,262\$86, there remaining still to be applied the sum of 12,865\$85.

—The number of emancipations in the province of Pernambuco has been increased to 550 at a total cost to the fund of 316,652\$331. The balance unexpended is 212,713\$650. The total slave population of the province at the end of 1878 was 91,992. The number of voluntary emancipations between Sept. 28, 1871 and Dec. 31, 1878, was 2,783.

—A Santa Catharina correspondent of the *Cruzeiro*, writing under date of the 28th ult., says that news have been received from Lagos to the effect that the Argentines have penetrated to the Palmos *campes*, in Brazilian territory, and have imprisoned some residents of that locality, and committed various other oppressive acts. The report is so vague as to details, however, that there is but little probability as to its truth.

—The coasting steamer *Rio Grande* was delayed three days last month by the president of Rio Grande do Sul in order to wait for Senator Florencio de Albreu, who wished to take passage for São Paulo. And in the meantime commerce and the traveling public were compelled to wait upon the pleasure of this gentleman, who inaugurates his administration of the São Paulo presidency by so arbitrary and so unwarranted an act.

—The venture of the *Jornal do Recife* in placing the proceeds of 30 half tickets in the Ypiranga lottery at the disposition of subscribers who paid up before January 20 resulted in the drawing of 30\$, all told. The *Jornal* proposes to make another trial, and has accordingly invested the 30\$ in two tickets of the Rio lottery. Virtue hath its own reward; but such virtue as is possessed by the 400 odd subscribers who paid up so punctually, deserves something more—and we hope they'll get it.

—The total number of slaves thus far liberated in Minas Geraes through the emancipation fund is 1,149, at a total cost to the fund of 1,085,837\$845.

The sums contributed by the slaves themselves amount to about 60,000\$ more. The sum of the quotas of 1875 and 1880 is 1,682,242\$039, from which it is seen that there still remains 596,404\$194 unexpended. The slave population of the province at the close of 1876 was 289,919, and the number of voluntary manumissions from the 28th September, 1871, to the end of 1877 was 3,312.

—One of the questions growing out of the registry of voters under the new electoral reform law is reported from Rio Grande as follows: Many of the colonists who settled in government colonies received their lands partly by gift and partly by payment of 300\$. Those who settled in private colonies paid 600\$, 800\$, or 1,000\$ for their lots. Since then they have so improved their lands that they have been greatly augmented in value, some of the colonists having actually grown rich. In applying for permission to register, many officials have refused to accept the present valuation of their property, and have refused permission to register on the ground that the original value of their lands is not sufficient to afford the income required by law. Some of these colonists are worth from 20,000\$ to 40,000\$, and are influential citizens.

—The Amazonas provincial assembly should have met on the 25th ult.

—The February receipts of the Mandos custom house were 44,822\$783, and of the provincial *recebedoria* 76,608\$913.

—Late advices from Rio Grande do Sul state that there is a large amount of counterfeit currency circulating throughout that province.

—According to the *Diário do Gran Pará* of the 15th ult., Mr. John Hayden, the defaulting cashier of the Banco Rural of this city, was captured in Pará on the day previous. Hayden had only just arrived from Portugal.

RAILROAD NOTES.

—The February receipts of the Baturité railway were 20,856\$927 and the expenditures 17,331\$814.

—The February receipts of the "Recife a S. Francisco" railway were 136,577\$300, and the expenditures 79,383\$337.

—The French company for the construction of the Bagé railway of Rio Grande do Sul was finally organized on the 25th ult.

—An association of merchants has been formed at Cayala, Matto Grosso, for the building of a tramway from that city to a neighboring place called Pedro II.

—A second land slide took place on the Dom Pedro II line on the 3d inst. between Palmiras and Serra. It will take some two or three days to remove the obstruction.

—A second call of £2, or 20\$, per share has been issued by the directors of the Brazilian Imperial Central Bahia railway, the payments to be made before the end of March.

—In view of the recent interruption on the Dom Pedro II railway the minister of agriculture has directed that all return tickets shall be considered valid for a period of eight days beyond the time marked on them.

—The heavy rains of the 15th ult. in the province of Bahia caused much damage to the Santo Amaro railway, between the stations of Traviça and Jacuipe. It was thought that the line could not be repaired in less than 10 or 12 days.

—The January receipts of the "Bahia ao São Francisco" railway were 59,441\$570, and the expenditures 49,444\$840. The passenger traffic for the month amounted to 1,151 first class, and 4,778 second class; and the freight traffic to 4,461.7 tons.

—The bureau of public works invite tenders for the construction and use of a tramway line between the station of Riachuelo, near this city, and the Feijoa settlement. The concession will be given for 20 years. The tenders will be received until the 24th inst.

—It is announced that the engineering corps for the survey of the "Rio Claro a S. Carlos do Pinhal" railway, of S. Paulo, has been definitely organized under Dr. Antonio Francisco de Paula Souza, as chief engineer. The surveys were to have begun yesterday.

—The government has advertised for sealed tenders on the construction of the "Porto Alegre a Uruguayana" railway, of Rio Grande do Sul, between Santa Maria da Bocca do Monte and Cacique—119 kilometers. Tenders will be received until June 15th.

—The receipts of the Dom Pedro II railroad in December were:

	1880	1879
Passengers.....	203,603\$890	213,423\$750
Luggage and parcels.....	34,419 850	31,734 440
Merchandise.....	873,344 580	590,096 390
Animals.....	8,305 080	8,338 120
Carriages.....	804 800	1,088 440
Warehouse rent.....	1,940 760	1,569 480
Telegrams.....	4,251 550	3,382 700
Fines.....	1,183 227	675 688
Sundries.....	13,637 645	19,183 938

Total..... 1,141,497 382 869,492 946 showing an increase of 272,004\$436 as compared with the receipts in December, 1879.

—The heavy rains which fell in this city and vicinity on the 29th and 30th ult. caused an overflow in the Rio Santa Anna, and interrupted traffic on the Dom Pedro II railway on the 30th between the stations of Belém and Queimados. The down train was obliged to return to Barra do Piraby. The interruption continued through to the evening of the 1st inst., when the line was sufficiently repaired to allow the transportation of a large number of passengers over the greater extent of the break. The floods had washed away about a quarter mile of embankment in one place, and a land slide occurred a short distance above, both of which required all the available force of the road to repair in the time indicated. Great credit is due to the promptitude and efficient direction of Dr. Il. V. Penna, the director of the road.

—In compliance with a request from the British government, this government has undertaken to take the census of the British population of this city. An enumerator is already at work.

TARIFF REVISION.

In order to meet certain questions which have arisen under the tariff of 1879 the minister of finance has caused so much of the revision now making as relates to wines, liquors, oils, and fermented drinks to be put into provisional execution at once. The cause of this provisional change arises from the disputes growing out of the classification of these liquids when imported in flasks and bottles—the importers being obliged to pay upon an arbitrarily assessed quantity instead of the actual quantity. The duties to be hereafter collected on these liquids, according to Decree 8,052, of the 24th ult., will be as follows:

CLASS IX.

No. 133.—Olive or sweet oil: 180 reis per liter. Unspecified oils: 50 reis per liter.

Note 12.—The above rates include only oils imported in casks; when they come in demijohns they shall pay 25 per cent. more, and when in jugs, flasks, bottles, or other vessel of earthenware or glass, 50 per cent. more upon the respective duties, those of the vessels being included in them.

No. 134.—Fermented drinks. Milk beer and extract of beer: 300 reis per kilogram. Gross weight when in tins, flasks, or similar vessels.

Common beer, of whatever quality: 120 reis per liter.

Hydromel, cider, and unspecified: 120 reis per liter.

Note 13.—The provisions of Note 12 are extended to this article.

No. 140.—Common or sweet liquors, of whatever quality: 400 reis per liter.

Note 14.—The provisions of Note 12 are extended to this article.

No. 141.—Alcoholic liquors and drinks. Absinthe, eucalyptus, and Lirsch: 900 reis per liter.

Alcohol, brandy, cognac, rum, whisky, sugar cane rum in all descriptions: 600 reis per liter.

Gin: 220 reis per liter.

Note 15.—The duties on alcoholic liquors shall be levied upon their actual alcoholic strength, determined by the alcoholometer and rules of Gay-Lussac; the above rates referring, therefore, to 100° at the temperature of 15° Cent.

The provisions of Note 12 are extended to this article.

No. 145.—Common or kitchen vinegar, red or white: 60 reis per liter.

Compound or preserving vinegar: 200 reis per kilogram. Gross weight when in tins, flasks, or similar vessels.

Note 16.—The provisions of Note 12 are extended to this article.

No. 146.—Wines. Sparkling, white or colored, of whatever quality: 800 reis per liter.

Liqueur-like, such as muscatel, mahusey, geropiga, *heryna christi*, tokay, constancia, etc.: 220 reis per liter.

Dry, common, table, and fermented: 100 reis per liter.

Note 17.—Wines bottled or put up in glass or earthenware vessels shall pay 50 per cent. more upon the respective duties, those of the vessels being included in them. This provision, however, does not include sparkling wines of any kind.

The duty on those contained in casks includes that of the vessel.

ACCORDING to statistics of the Buenos Ayres immigration office the number of immigrants and passengers received at that city during the year 1880 was 41,651, of which total 25,026 immigrants came direct from Europe. The number of departures during the year was 25,311, leaving 16,790 as an apparent increase to the population of the city. The balance in 1879 was 29,012.

THE total imports received at the port of New York during the year 1880 amounted in value to \$339,386,776, against \$424,183,123 in 1879. This includes specie and bullion imports valued at \$75,210,096 in 1880, and \$84,196,109 in 1879. The imports admitted free of duty amounted to \$126,926,531 in 1880 and \$105,217,808 in 1879. The customs receipts upon the dutiable imports amounted to \$140,632,065.96 in 1880 and \$107,448,002.60 in 1879. Average duty in 1880 44.4 per cent. The total export trade of New York amounted to \$425,193,099 in 1880, against \$371,046,609 in 1879—which includes \$9,370,272 in bullion and \$8,866,943 in foreign goods in 1880, and \$14,828,044 bullion and \$6,746,885 foreign goods in 1879.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th. of the month.

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RIO DE JANEIRO, APRIL 5th, 1881.

The feverish imagination of a rural correspondent of the *Cruzeiro* led to the publication on the 29th ult. of a report of an intended rising of slaves in the parish of Campo Bello, in this province. There were, of course, the usual accompaniments of suspicious individuals in the neighborhood, secret meetings, and confessions. The first point to be attacked was the Boa Vista station on the São Paulo branch of the Dom Pedro II railway, in order to cut off all telegraphic communication, and then the slaves were to go into the *Serra do Pau* and carry on a vigorous campaign of violence and robbery. The lack of a sufficient force of soldiers to subdue this threatened insurrection led the excited correspondent to ask for reinforcements from the government, to be stationed at Boa Vista until the danger shall have passed. In the same connection the *Gazeta* of Barra Mansa says that five soldiers were sent to Campo Bello from that place on the 24th, and that on the following day 18 more were sent from Barra do Pirahy—both in conformity with requisitions from the police authorities of the disturbed district. Since that time there have been no further reports from the seat of war, from which it is to be inferred that the suspicious individuals have explained themselves, the secret meetings and confessions have been proved to be myths, and the local excitement has died out. The few soldiers sent to the scene will have enjoyed an excursion, and will probably wish for a repetition of the scare in some other locality. The whole affair seems to have been nothing but an absurd and groundless fright. The possibility of an organized rising of slaves in Brazil is so slight that it should not cause one moment's uneasiness. Individual slaves may run away, or murder their masters, but such acts grow out of personal desire for liberty or revenge. The sparseness of population, the limited communication between neighboring localities, the excessive hours of labor, the restraints imposed upon the liberty of slaves, and the degraded, apathetic condition of the slaves themselves, are all adverse to any concerted action among them in any cause. Those who know the characteristics and conditions of Brazilian plantation life will at once see the absurdity of any such fear. These rumors and periodical frights, however, are characteristic of the waning days of slavery in all countries, and the Brazilian slave-holders have no reason to expect immunity from them. With the growth of anti-slavery sentiments, the slave-holder becomes imbued with the idea that his slaves will be incited to rise and claim their freedom by force, hence he looks upon every emancipation movement as a fire-brand in society through which the established order

of things is to be violently overthrown. His own waning power and influence augment his fears, because he knows that this means a corresponding increase of power to his bondsmen. The first step toward emancipation necessarily diminishes the prestige of slavery, and weakens the moral force of the government to protect it. It will be seen therefore that there is an inherent cause for these fears, even though the external circumstances do not warrant them. It is one of the concomitants of slavery itself, an evil that is a legitimate outgrowth of the cruelties and weaknesses of those who live upon the enforced labor and unwilling servitude of others. In this respect the Brazilian slaveholders must expect to enjoy all of the bitter fruits of the accursed institution—the more so as its results to the oppressed here have been so hopelessly cruel and degrading.

Among the measures which should be taken into early consideration for the benefit of Brazilian agriculture is that of cheap railway transportation. The growing competition of other countries in the production of coffee, and the manifest inability of the Brazilian planter to compete in the production of cotton, sugar, maize, rice, tobacco, and many other articles, renders the removal of every artificial barrier a matter of urgent importance. The necessity of meeting this question at once should not be overlooked. It is patent that Brazil is not keeping pace with her competitors in the production of coffee, and that she has fallen far into the rear in her other productive industries. How much of this is due to natural causes, and how much to artificial obstructions, is a question which the government should take into consideration, in order that every preventable cause should be removed. In view of the impending crisis in labor Brazil can not afford to lose one single day, for it will be found far easier to anticipate and prevent losses than to remedy them after they have been incurred. Among the many obstacles to the agricultural development of the country, which can easily be removed, is that of the present excessive cost of transportation, especially that part of it due to the delays and costs of transshipment between lines of different gauge. One of the essential requirements of the agriculturist is that of being able to deliver his products at the seaboard at the minimum of cost. To do this there must be an efficient economical administration of railway lines, and a careful avoidance of every thing which will involve expense. It is needless to say that these requisites have been totally disregarded in the construction and administration of Brazilian railways. There is no uniformity of gauge, not even in trunk lines. In many cases there has been reckless expenditure of money in construction, and a useless expenditure in unnecessary extensions and branches. All these errors involve expenses which at once become a tax upon the planter. Every change of gauge is an additional expense to him, and every unnecessary item of expenditure is an additional tax upon his product to meet both waste and interest. To illustrate the first of these evils we need only call attention to the character of the roads between this port and the interior localities of São Paulo. The shipment of a pack of goods to this city by rail at a station on either the Mogiana or Ytuana lines involves three transshipments, and on the Sorocabana line one transshipment. The projected extensions and branches of the Paulista road will necessitate three changes. In the trunk line between this city and the capital of São Paulo—a line which should command a large traffic—there is one break of gauge. All the feeders of the Dom Pedro II line are of a narrower gauge, involving at least

one transshipment. This occasions an additional tax upon every planter who ships his products over any one of these lines. To illustrate the second error, we may call attention to the "Recife a São Francisco" line, of Pernambuco. The first part of this road runs through a fertile, productive country, which affords a good income to the company. This income, however, is largely swallowed up by the non-productive extension of the road through a barren country in the direction of the Rio São Francisco. Whether the future would warrant such a work as the building of a railway through a desert to tap a sparsely-settled and partially-barren river valley is a question for which there is no urgent need of settlement. The simple question to be met now is whether the Brazilian planter can afford to pay for so uncertain and so distant a benefit, to the certain loss of his position as a producer to-day. The needs of to day are amply sufficient for its resources. We readily grant that Brazilian statesmen are largely actuated by patriotic desires to promote the industrial development of the country, in all these measures, but they evidently forget that haste and lack of system are defeating all their efforts. For the millions which have been spent there is no corresponding growth. The problem which should now be solved—and it is of far greater importance than tapping the São Francisco valley, or of opening inland communication with Mato Grosso—is the simplification and unification of the existing railway systems, and a reduction in the cost of transportation. In effecting such a result, the minister of agriculture will be conferring an invaluable benefit upon the agriculturist, and will be placing him in a position to meet the present competition and the coming labor crisis far more easily than can be done under existing conditions.

Among the remote possibilities of the future—say two hundred years hence—is the emigration of the laboring classes from the United States. With some hundreds of millions of acres of fertile land still unoccupied, with ramifications and demands for labor in every conceivable industry, with every variety of climate and production, and with political institutions peculiarly adapted to the advancement of the laboring classes, it is not conceivable that there is as yet a surplus of immigrants in the United States, and a wish to get rid of them. And further there are as yet no apparent grounds for the belief that American philanthropists have selected Brazil as a better location for the poor immigrant than the United States. As far as we are informed there has been no complaint in any part of the United States of an over-supply of labor; on the contrary there has been repeated inquiries in the southwestern states for more labor, and associations have been formed for both the importation of foreign laborers for the plantations and the acquirement of permanent settlers on the vast tracts of still unoccupied lands. It will be seen, therefore, that no industrious immigrant is likely to suffer there, either for lands or for employment. In view of these facts we trust that our Paulista friends will not build too many fond hopes on the seductive offers of the "United States and German Emigration Company" of Chicago, whose representative is now enjoying their generous hospitality. If they permit themselves to be deluded into the belief that this "benevolent" society really intends to export immigrants to Brazil at its own cost, and that São Paulo is likely to reap great benefits thereby, we fear that there will be a rude awakening some of these days which will contribute very little to their self-appreciation. The scheme in itself is a beautiful one; and it reflects great credit

upon the imagination and benevolence of this remarkable society and its representative. To get rid of a lot of helpless immigrants they propose to export them to this land of fabled sunshine and plenty, where breadfruit and bananas drop voluntarily into expectant mouths, and metaphoric fig leaves weave themselves into raiment and shelter. And furthermore they propose to pay all the expenses themselves, and to bestow this multitude of helpless aliens upon Brazil as a free gift. Such philanthropy is simply unparalleled! History has no parallel for it! At one and the same time it relieves a land of a thousand industries, from the presence of immigrant laborers and bestows them upon a land of a half dozen avenues of labor. Through his unqualified admiration for the scheme the minister of agriculture embraces the representative and gives him *carte blanche* to come and go as he pleases at government expense; and through its belief in the representative the *Jornal do Commercio* swallows the scheme without a grimace. It is useless to recall those kindred enterprises of Gen. W. W. Wood, Rev. Ballard S. Dunn, Chan. Reticker, *et al*, for the glamor of this new Chicago-born scheme is upon the land, and it must go through. We do not go so far as to classify Mr. Maurice A. Schwab with those other *protégés* of the Brazilian department of agriculture, who likewise had benevolent intentions upon the country and traveled about in state at public expense, but the similarity is so striking, both between the enterprises and their promoters, that the association is involuntary. The Brazilian government has heretofore been so singularly unfortunate in its choice of alien benefactors, that there is a natural and well-founded suspicion against each new addition—and this suspicion unavoidably operates to Mr. Schwab's disadvantage. In common with others, we are delighted that he has won so much of sympathy and appreciation from the imperial cabinet; we congratulate him on his rare facilities for seeing the country and enjoying official hospitality at public expense; we regret that the Emperor did not meet his modest proposal to form a part of the imperial retinue in his visit to the province of Minas Geraes. All things considered, however, the "United States and German Emigration Company" and Mr. Maurice A. Schwab have had nearly everything to their own liking—and from all appearances there is still much in store for them. They have proposed one of the most preposterous schemes on record, and it has been swallowed; they have been advertised, courted, and encouraged; and Mr. Schwab has been introduced to unlimited good company and given the freedom of the empire. In all probability the same thing could not have occurred in any other country of the world. We hope, for the credit of the Brazilian government, that something advantageous—even though it may be no more than experience—may grow out of this remarkable exhibition of credulity; but it is like hoping against fate. It would seem that ministers of agriculture, like children, are doomed to be deceived by bubbles, and to detect their unsubstantial nature only at the bursting. For this inherent quality of official character Mr. Schwab should be grateful beyond measure, for to it alone is due the strange success which his ridiculous scheme has thus far attained.

LOCAL NOTES.

—The American packet *City of Rio de Janeiro* is advertised to sail for New York on the 12th inst.

—The Royal Mail packet *Tamar*, which arrived on the 30th ult., brought 235 immigrants and third-class passengers.

—A part of the commission charged with the construction of a new ironclad in Europe left on the *Arançania* on the 28th ult.

—By a mere chance a customs officer detected yesterday a quantity of counterfeit 20\$ notes which a female passenger was bringing on shore from the German steamer *Rio*, from Hamburg, in a small hand bag. The notes represented a total value of 2,000\$. A short time afterwards a further sum of 19,980\$ was discovered making a total of 39,980\$ sent out on this one steamer. Information has been given to the police that this sum is only a part of the sum counterfeited, and that further consignments of about 100,000\$ are destined for this place. The woman is a Portuguese, and comes from Lisbon.

1,373, giving a daily average of 44.3, and an annual average of 49.7 per thousand. The yellow fever deaths in March of last year were 410.

		<i>April 4th, 1881</i>
Par value of the Brazilian mil reis (\$1000), gold		27 d.
do do do do in U. S.		54 cents
do do do do at \$2.40 per £1.		\$1.887
do \$1.00 (U. S. coin) in Brazilian gold		\$1.887
do of £1, at 8. in Brazilian gold...		\$1.889
—		
Bank rate of exchange on London to-day		21 1/2
Present value of the Brazilian mil reis, paper		79 1/2 gold
do do do do in U. S.		42-75 cts
do do do do at \$4.80 per £1. 3/4.		42-75 cts
Value of \$1.00 (\$4.80 per £1) in Brazilian		27 1/2
currency (paper)		27 1/2
Value of £1 sterling		\$1.878

---Telegrams from the northern provinces to-day announce that the rains have set in and that in consequence the receipts of produce from interior localities have been checked. The state of things will have a weakening tendency on the rate exchange.

March 29.		
81 Six per cent. apolices.....	1,050	00
5 Provincial apolices of 2008.....	94	74
120 Banco do Comercio (20 outs. sale).....	205	00
4 Banco Industrial.....	217	00
200 Camis Urbanas (100 outs. sale).....	737	00
376 do (outs. sale).....	215	00
10 Macabi e Campos R. R.....	65	00
200 do do.....	70	00
231 Navegacao Brasileira.....	177	00
193 Incaas D. Paulo II.....	80	00
799 Senador Presidente.....	31	00

March 31.		
73	Banco Mercantil de Santos.....	205 00
30	do Rural	250 00
50	do do Brazil.....	279 00
18	Seguros Fideiúnde	140 00
50	Leopoldina R.R. obligations	275 00
15	Banco do Brazil hypoth notes (sc).....	89 1/2 00

25	Six percent apolices.....	1,050 00
28	do	1,053 00
27	do	1,054 00
50	do	1,055 00
2,200\$	do small amounts.....	1,040 00
25	Banco do Brazil	277 00
325	Navegação Brasileira.....	197 00
43	Carris Villa Isabel	187 00
60	do Urbanos for the 30th inst.....	245 00
205	Banco Predial hypoth. mutes	76 00
25	Diary Dom Pedro, II (outside sale) ..	9 00

Rio de Janeiro, April 4th, 1881.

Coffee.—Our last report was on the 23rd ultimo. Since then the market has continued very quiet and inactive with the exception of two or three days when some larger transactions for Europe took place. Currency prices are from 50 to 75 reis lower but this decline is more than counterbalanced the rise in exchange, and the sterling cost is, therefore, fractionally altered.

The total sales since the 23rd ultimo have been \$1,650 bags viz:

April 1	Hannburg, Gr. str. <i>A. n. v. d. d. d. d.</i>	4.50
2	Elmhurst, Gr. lug. <i>A. n. v. d. d. d.</i>	5.65
<i>Elsewhere:</i>		
Mar. 22	Cape G. H., Br. lg. <i>R. n. v. d. d.</i>	2.30

Regular first.....	4\$400 — 4\$500
Ordinary first.....	3\$850 ... 4\$050
Good second.....	3\$150 ... 3\$400
Ordinary second...	2\$650 ... 2\$950

	per ton	per cwt	per lb.
Prime United States	5,400	56½	12.20
Good "	4,850	51½	11.20
Fair to good "	4,650	49¼	10.71
Fair "	4,550	48½	10.51
Good Channel	4,150	44½	9.71
Fair "	3,975	42½	9.19
Low "	3,400	36½	7.78

DESTINATION	1887	1886	1879
UNITED STATES			
New York	Bags, 319,094	Bags, 283,616	Bags, 285,729
Baltimore	99,406	108,148	79,380
Hampton Roads & c.	—	5,000	5,477
Richmond	3,500	—	—
Charleston	—	—	—
Savannah	—	—	—
New Orleans	8,115	—	7,040
Mobile	457,3	74,246	70,577
Galveston	79,29	—	10,770
St. Thomas & c.	—	—	3,454
Total	481,724	341,093	453,141
EUROPE			
Antwerp	22,761	7,500	40,413
Havre	61,543	37,143	46,818
Channel & c.	68,544	34,998	47,881
North of Europe & Baltic	117,061	105,669	109,050
Liverpool, London & Baltic	77,693	58,686	100,000
Berlin	20,463	13,797	17,000
London & c.	13,000	20,841	31,340
Portugal	1,083	90	3,840
Mediterranean	87,791	30,594	91,800
Total	435,722	297,541	383,001
Cape of Good Hope	12,661	12,887	6,000
River Plate & West Coast	9,317	3,660	8,317
Totals	21,937	16,547	17,317
United States	481,724	340,863	455,141
Europe	435,542	307,541	383,001
Elsewhere	21,937	16,547	17,317
Total	939,183	664,551	853,559

TOTAL clearances of coffee from Rio de Janeiro during the 9 months from July 1st to March 31st.

DESTINATION	1880-81	1879-80	1878-79
UNITED STATES.			
New York	398,039	362,640	424,277
Baltimore	3,212	31,358	36,590
Hampton Roads &c.	3,212	31,358	36,590
Richmond	3,212	31,358	36,590
Cherbourg	3,212	31,358	36,590
Savannah	14,310	14,928	10,492
Mobile	17,978	10,700	19,285
New Orleans	231,597	153,180	136,090
Galveston	27,800	22,258	37,594
St. Thomas &c.	4,000	18,800	3,574
Total	754,619	603,060	757,782
EUROPE.			
Channel &c.	18,800	7,500	14,797
Have	216,460	69,569	145,114
Antwerp	136,581	57,397	116,136
North of Europe & Baltic	329,664	239,917	274,857
Liverpool, London & Southampton	227,771	158,904	173,139
Bombay	72,071	21,050	52,331
Lisbon &c.	105,439	112,249	119,849
Portugal	3,251	6,261	6,261
Mediterranean	257,592	113,606	169,214
Total	1,365,494	781,070	1,071,688
ELSEWHERE.			
Cape of Good Hope	74,391	47,757	71,048
River Plate & West Coast	38,137	10,438	33,052
Total	112,428	57,935	104,100
United States	754,619	603,060	757,782
Europe	1,365,494	781,070	1,071,688
Elsewhere	112,428	57,935	104,100
Total	2,232,541	1,441,831	1,933,570

Flour.—The arrivals since our last report have been:

4,742 barrels per New Light from New York

400 " Franc Lambirth from New York

5,142 barrels.

The total arrivals for the month since the 4th ult, have been 21,360 barrels, viz:

20,360 bbls. American

1,000 bags River Plate

The sales since the same date amount to 20,572 barrels, viz:

1,000 barrels Trieste

25,572 " American

1,000 bags River Plate

20,572

Stock in first hands at date consists of 12,800 barrels, viz:

2,000 barrels Gallego

3,100 " Haxall

1,900 " O'Dance

400 " McCance

5,000 " Baltimore

400 " St. Louis

Total 12,800 barrels.

We quote:

Gallego 22 500—22 500

Haxall 22 500—23 000

Dunlop 22 500—23 000

O'Dance 20 500—21 000

McCance 21 500—22 000

Baltimore 19 000—22 000

St. Louis 20 500—22 500

Chili 20 500—18 000

River Plate 19 000—20 000

Market steady.

Pink Pine.—The arrivals consist of

203,181 feet per Zeno, from Brunswick, sold at 38¢ per dozen

207,052 " H.Y. Olive, Wilmington, " 38¢ 500 "

The market is very firm with a good demand at 39¢ 000—

40¢ 000 per dozen.

Total arrivals from January 1st to March 31st, 767,410 feet.

White Pine.—The arrivals consist of 141,449 feet per Franc

Lambirth from New York.

The market continues firm and sales are effected readily at

120 reis per foot.

Total arrivals from January 1st to March 31st, 1,019,159 feet.

Spence Pine.—No arrivals. Market firm with buyers at

24¢ 000—25¢ 000 per dozen.

Total arrivals from January 1st to March 31st, 263,040 feet.

Swedish Pine.—Continues in demand. We quote 33¢ 000—

38¢ 000 per dozen according to quality.

Total arrivals from January 1st to March 31st, 1,773 dozen.

Coal.—The arrivals since the 23rd ult have been

1,704 tons per Ardenia from Greenock

730 " Lady Gertrude " do

315 " Patricia " Liverpool

1,497 " Huftre " Cardiff

1,052 " Huftre " do

2,115 " W. H. Corar " do

586 " Forest Grove " do

The total arrivals in March have been 21,499 tons, viz:

11,415 tons from Cardiff

3,051 " Liverpool

2,709 " Greenock

2,737 " Swansea

616 " New Port

447 tons (and 800 tons coke) from New Castle

81 tons from Havre

42 " Hamburg

21,499 tons coal and 100 tons coke, against 14,047 tons

coal in March 1880.

Prices remain nominal in absence of sales.

Arroz.—The market remains weak and prices have further

receded to 75¢ 000—78¢ 000 per case for Devo's Brilliant. Ar-

ivals 4,000 cases per Franc Lambirth from New York.

Arrivals in March 6,000 cases.

Total arrivals since January 1st at 25¢ 000 per barrel. Arrivals

260 barrels per Franc Lambirth from New York.

Arrivals in March 525 barrels.

Total arrivals since January 1st 2,745 barrels.

Thorpentine.—Continues firm at 50¢—55¢ reis per kilo.

Arrivals 50 cases per Franc Lambirth from New York.

Arrivals in March 165 cases.

Total arrivals since January 1st 865 cases.

Beer.—Quotations:

Rass (Hijers & Bell) 7600—7800

Tonnet 5 200—5 300

Guinness Stout 7 200—7 300

American 5 000—5 100

German stout brandy 5 000—5 100

Cement.—There is no alteration in the market. We quote:

English 6800—7800

German 6 000—6 800

Boulogne 7 500—8 000

Coffin.—There have been no arrivals. Market unchanged

at 10¢ 000—21¢ 000 for cases and 23¢ 000—25¢ 000 for tubs in

retail.

Arrivals in March 1,355 cases Norwegian.

Total arrivals since January 1st 6,109 cases Norwegian and

11,774 tubs Canadian.

Hay.—The arrivals consist of 109 bales per Frst Savel

from River Plate.

We quote 75¢—80¢ reis per kilo.

Butter.—There have been no arrivals and prices remain firm

at 28¢—29¢ 000 per bag.

PORT OF SANTOS.

April and, 1881.

Coffee.—The market closes flat at nominal prices; the last

sales were on the basis of 45¢ 000—46¢ 000 per 10 kilos for

superior.

The clearances have been:

Mar. 19 Brst Colina, Havre, Antwerp, Hamburg... 16,689

19 Frst Pile de Santos, Havre... 3,760

23 Brst Alameda, South, Antwerp... 10,919

23 Grst Hamburg, Hamburg... 5,600

28 Brst Hamburg, New York... 10,974

30 Grst Montevideo, Hamburg... 6,800

PORT OF MARANHÃO.

March 10th, 1881.

Cotton.—Is in less active demand but prices keep up at 48¢

—50¢ reis per kilo—45¢—6 1/2¢ to sell ex commission on this

side. Some better qualities obtain 50¢ reis per kilo for Portu-

gal.

Sugar.—There is not much activity in the market but sales

continue to be effected at 130 reis per kilo for the better qual-

ities—120 per cwt. to sell. Entries are much reduced.

Fruits.—1/2 and 1/4 and 3/4 and 1/2 and 3/4 cargo beginning

to get scarce.

Exchange.—Drawers are open at 21—21 1/2, 90 d/s, but there

is very little doing and nothing under 21 1/2.

March 10th, 1881.

Cotton.—Continues in active demand at 48¢—50¢ reis per

kilo for regular and 320 reis per kilo for picked parcels. En-

tries are regular.

Sugar.—Is firmer and for superior lots 135 reis per kilo has

been paid. Entries have decreased.

Fruits.—1/2 and 1/4 and 3/4 and 1/2 and 3/4 cargo is scarce.

Exchange.—Drawers are open freely at 21 1/2, 90 d/s, but

takers are holding back.

PORT OF BAHIA.

March 26th, 1881.

Sugar.—The market has been less active during the past

fortnight owing partly to the rise in exchange, partly to the

smallness of stocks. About 50,000 bags of brown have changed

hands at 18¢ 1/2—18¢ 3/4 per kilo according to quality. The

shipments during the fortnight have been:

18,100 bags per Delamare to Liverpool

7,000 " Newton to do

6,696 " Ouge to New York

We quote: No. 07 about 15¢ per cwt.

" 8 " 15 1/2 "

" 9 " 16 1/2 "

" 10 " 17 "

all c. o. b. ex commission and freight. Stocks in first hands

about 2,000 tons.

Cotton.—750 bales Cretie have changed hands at 65¢ 1/2

per kilo for home consumption.

Coffee.—The sales during the fortnight have been:

1,100 bags Maritima at 38¢ 1/2 per 10 kilos

690 " Nazareth at 38¢ 1/2—38¢ 3/4 per 10 kilos

604 " Corvella at 14¢ 90 per 10 kilos.

Stock about 8,000 bags.

Shipments have been:

555 bags per Holstenland to Antwerp and Bremen

563 " City of Paris to New York

890 " Argentina to Hamburg

100 " Delambre to Liverpool

193 " Henri IV to Havre

300 " Congo to Bordeaux.

Tobacco.—Market quiet without any transactions of impor-

tance.

Freights.—The following charters have been effected:

Br bg Williams, New York... 3¢ and 5 1/2 %

schr Clara Manning, Channel... 4¢

Gr bg Alert, Channel... 4¢ 1/2

Nor scht Expedit, Channel... 4¢ 1/2

Br bg Talbot, New York... 25¢

Steamer rates:

Liverpool and London 30¢ and 24¢ in full

Bremen and Hamburg 35¢ in full

Antwerp 35¢ in full.

Flour.—Arrivals 4,200 barrels from Trieste

250 " Liverpool

1,250 " New York

1,000 " Rio de Janeiro

4,900 barrels.

Prices in retail are: 34¢ 000 for Hungarian, 29¢ 000 Trieste

and 25¢ 000—26¢ 000 American.

Lard.—Is selling at 95¢—100¢ per kilo. Arrivals 200 kegs

from New York.

Coffin.—Arrivals during the fortnight:

1,935 barrels per Fruit Girl

9,935 " Kalina

2,180 " Spark

2,480 " and 174 cases per Talbot

all from Newfoundland, and 200 cases per Montevideo, from

Hamburg which were sold at 25¢ 000 per case. Barrels and

drums are being retailed at 17¢ 500—18¢ 500.

—The number of cattle received at the Pelotas slaughter

houses up to the close of the 23rd ult. was 95,793 head.

—According to the circular report of Messrs. Van Oppen & Co. of Rosario, Argentine Republic, of the 15th ult, what in the River Plate markets is "in more demand at higher prices, the general impression being that the crop will be entirely absorbed by local consumption."

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MARCH 23.

GREENOCK.—Br bk Ardenia; 1,217 tons; Gregory; 99 d/s coal to Gas company.

MARCH 24.

PAYSAUND.—Gr scht Heinrich; 115 tons; Regelmacher; 54 d/s jerked beef to J. M. Fris & Sons.

MARCH 25.

BRUNSWICK.—Br bg Zeno; 390 tons; Roberts; 61 d/s pine to J. Lamy Jr.

TOULON.—Fr bk Trait d'Union; 355 tons; Renouf; 87 d/s salt to Visconde d'Alvadia.

GREENOCK.—Br bk Lady Gervaise; 499 tons; Braddon; 77 d/s coal to Corra Pacheco & Co.

LIVERPOOL.—Br scht Bertheim; 959 tons; Smith; 65 d/s coal to Norton Megaw & Co.

CARPUFF.—Sw bg Patria; 534 tons; Hallgren; 35 d/s coal to Wilson Sons & Co.

GR bk Hindustan; 709 tons; Jenns; 76 d/s coal to Wilson Sons & Co.

MARCH 26.

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Export and Commission Merchants.
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The tariff and regulations will be published at an early day, and the company expects to invite the signatures of interesting patrons about the 15th inst.

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1881

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I. K. MYERS, Asst. Secretary

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I. K. MYERS, Asst. Treasurer

THE RIO NEWS

Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of THE RIO NEWS beg leave to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory and the encouragement for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

The policy of THE RIO NEWS will continue to be that of strict independence and impartiality. It will seek to obtain the earliest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in their several branches of business. No pains will be spared in making these reports thoroughly accurate and reliable. The absence of regular newspaper summaries of the trade of other Brazilian ports has thus far prevented THE RIO NEWS from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given. In its general news columns and in its discussions of political and current topics THE RIO NEWS will seek to keep its readers thoroughly informed and, to that end, to present every subject in a true light. Its purpose is simply to keep its readers—men whose capital is invested or whose business is located in Brazil—cognizant of every important event of the general drift of political and social affairs of the state of the markets, and of every occurrence which might affect the profits of business or the security and permanency of investments.

TERMS:

One year's subscription 12\$000
English and American subscriptions £2 and \$10
Advertisements, 15¢ per inch per quarter.
Business cards, 1/4 inch, 25¢ per quarter.

All subscriptions should run with the calendar year.

BUSINESS OFFICE AND EDITORIAL ROOMS:

—4 Rua S. Pedro.

POST-OFFICE ADDRESS:—Caixa no Correio, No. 721.